



**CITY OF COLWOOD
NOTICE OF
TRANSPORTATION AND INFRASTRUCTURE
COMMITTEE MEETING
Monday, June 15, 2026 at 6:30 PM
Council Chambers
3300 Wishart Road, Colwood, BC**

Approved By: Corporate Officer

A G E N D A

“We acknowledge with respect that we are meeting on the traditional territory of the Lekwungen speaking people and we are honoured to have the opportunity to build strong working relationships with the people of the Songhees and Xwsepsum Nations.”

Options for Public Participation

- In Person: The public is welcome to provide comments in person during the public participation portion of the meeting.
- Electronically (to speak): To participate via telephone or computer please pre-register by noon on the day of the meeting by contacting corporateservices@colwood.ca or 250-294-8157.
- Electronically (to view): The meeting will stream live on our website at colwood.civicweb.net/Portal/Video.aspx
- Written Submissions: Submissions will be received at corporateservices@colwood.ca or by mail/in person at City Hall up until noon on the day of the meeting and will be appended to the agenda. When providing a submission please indicate the specific meeting and date you want your submission included.

Page

1. CALL TO ORDER

2. APPROVAL OF THE AGENDA

**2.1. Transportation and Infrastructure Committee Meeting Agenda
- June 15, 2026**

RECOMMENDATION

THAT the Agenda of the Transportation and Infrastructure Committee meeting of June 15, 2026 be adopted as presented.

3. ADOPTION OF MINUTES

3.1. Transportation and Infrastructure Committee Meeting Minutes - April 20, 2026 5 - 10

RECOMMENDATION

THAT the minutes of the Transportation and Infrastructure Committee meeting held April 20, 2026 be adopted as presented.

4. PUBLIC PARTICIPATION

Members of the public will be provided an opportunity to present concerns or ask questions of the Committee.

5. NEW BUSINESS

5.1. Committee Member Notice of Motion - Signage

[\(Recommendation from the Transportation and Infrastructure Committee from the April 20, 2026 meeting.\)](#)

[\(Referred back to the Transportation and Infrastructure Committee for further clarification at the May 11, 2026 Council meeting.\)](#)

THAT the following recommendation be referred to the Transportation and Infrastructure Committee for further clarification prior to Council decision:

THAT Council consider allocating funding to support improvements to City-owned signage over time, by upgrading, replacing, or removing signs as they reach end-of-life, with a focus on improved legibility, accessibility and reduction of redundant signage.

5.2. Transportation Safety Initiatives Program - 2026 Project Priorities 11 - 40

Joshua Baylis, Manager of Engineering

THAT the Transportation and Infrastructure Committee recommend to Council:

THAT Council endorse the 2026 Transportation Safety Initiatives Program project priorities, including Buffered-to-Protected Bike Lane Conversion Program project priorities, identified in this report as the framework for future implementation using

available funding from the Transportation Safety Initiatives Program and the Buffered-to-Protected Bike Lane Conversion Program;

AND THAT Council endorse the implementation of the 2026 priority project for Wishart Road (Owens Road to Tipton Avenue) for concrete sidewalk construction, subject to detailed design, procurement, and available budget;

AND THAT Council direct staff to carry forward any remaining 2026 program funding to the 2027 Transportation Safety Initiatives Program, in addition to the annual \$100,000 program budget approved for 2027;

AND FURTHER THAT Council direct staff to consider formal consolidation of the Buffered-to-Protected Bike Lane Conversion Program budget into the Transportation Safety Initiatives Program as part of the 2027-2031 Financial Plan process.

6. **ADJOURNMENT**

All recommendations as presented are for discussion purposes only, and should not be considered as the opinion or direction of council.

This Notice is posted in accordance with "Council Procedure Bylaw No. 1890, 2021" and the *Community Charter*.



**CITY OF COLWOOD
MINUTES OF
TRANSPORTATION AND INFRASTRUCTURE
COMMITTEE MEETING
Monday, April 20, 2026 at 6:30 PM
Council Chambers
3300 Wishart Road, Colwood, BC**

PRESENT

Councillors

Cynthia Day, Co-Chair
Dean Jantzen, Co-Chair

Members

Roger Conrod
David Lacey
Don Ostergard
Stewart Parkinson
Colin Sparks
Angus Stewart

REGRETS

Members

Ashley Bellwood
Taylor Workman
Stephan Doyle

ATTENDING

Deputy Corporate Administrative Officer
Director of Engineering and Public Works
Manager of Engineering
Manager of Communications, Engagement and
Economic Development
Deputy Corporate Officer
Recording Secretary

Jenn Hepting
John Rosenberg
Joshua Baylis
Sandra Russell

Heather Power
Annalise Parker

1. CALL TO ORDER

Councillor Day, Co-Chair, called the special meeting to order at 6:30 pm and acknowledged meeting on the shared traditional lands of the Lekwungen speaking people represented by the Xwsepsum and Songhees Nations.

2. APPROVAL OF THE AGENDA

MOVED BY: DAVID LACEY

THAT the Agenda of the Transportation and Infrastructure Committee meeting of April 20, 2026 be adopted as presented.

CARRIED

3. ADOPTION OF MINUTES

MOVED BY: COUNCILLOR JANTZEN

THAT the minutes of the Special Transportation and Infrastructure Committee meeting held January 20, 2026 be adopted as presented.

CARRIED

4. PUBLIC PARTICIPATION

No written submissions were received.

Resident of Hatley Drive addressed the Committee regarding pedestrian safety at the corner of Hatley Drive and Passage Way, with no crosswalk, and drivers not abiding by road signage.

5. NEW BUSINESS

5.1 Cairndale Road / Veterans Memorial Parkway (VMP) Intersection – Design Options Tyler Pettepiece, Capital Projects Lead

Joshua Baylis, Manager of Engineering, provided an overview of the design options for the intersection at Cairndale Road and Veterans Memorial Parkway (VMP).

Committee discussion ensued regarding:

- *Active transportation elements, including sharrows, protected/buffered bike lanes, and multi-use pathways*
- *Prioritization of active transportation components*
- *Parking impacts on Cairndale Road and collector roads*
- *Pedestrian infrastructure, including crosswalk design and push-button placement*
- *Timing and plans for future expansion of VMP*
- *Left turn storage off of Haida, Cairndale Road East*
- *Relocation of bus stop further east on Cairndale Road*

Councillor Jantzen left the meeting at 7:36 pm

Councillor Jantzen returned to the meeting at 7:39 pm

MOVED BY: COUNCILLOR JANTZEN

THAT the Transportation and Infrastructure Committee recommend to Council;

THAT Council direct staff to proceed with the Low Cost Option for the design of the Cairndale Road / Veterans Memorial Parkway (VMP) Intersection, excluding on-street bike lanes on Cairndale Road westbound;

AND THAT Council direct staff to proceed with the traffic button at Mary Anne Crescent.

CARRIED

5.2 Traffic Calming Measures and Access Restrictions on Hatley Drive **Jennifer Smith, Engineering Coordinator, and John Rosenberg, Director of Engineering and Public Works**

Public Participation:

Resident of Royal Bay addressed the Committee regarding not restricting access to Hatley Drive from Metchosin Road.

John Rosenberg, Director of Engineering and Public Works, provided the Committee with the background on this referral from Council.

Committee discussion ensued regarding:

- *Signage, traffic restrictions and enforcement*
- *Cut through traffic and safety*
- *Options such as installing flashing lights*
- *Diversion of traffic to Ocean Boulevard*

David Lacey left meeting the at 8:12 pm

David Lacey returned to the meeting at 8:15 pm

MOVED BY: STEWART PARKINSON

THAT the Transportation and Infrastructure Committee recommend to Council:

THAT Council direct staff to maintain the current restrictions on Hatley Drive, as they exist, for a period of 18 months.

CARRIED

OPPOSED: ROGER CONROD AND ANGUS STEWART

5.3 Transportation Master Plan Update – Draft TMP for Council Review and Phase Two Engagement

Joshua Baylis, Manager of Engineering

Joshua Baylis, Manager of Engineering, provided an overview of the Draft Transportation Master Plan and Phase Two Engagement.

Committee discussion ensued regarding:

- *Draft TMP restructuring and corridor-specific mode hierarchy*
- *Safety, intersection protection, and active transportation infrastructure*
- *Cycling and walking connectivity, including Royal Roads and the Galloping Goose*
- *Widening Metchosin Road between Wishart and Sooke Road to 4 lanes*
- *Traffic congestion and school safety issues*
- *Transit expansion, bus lanes and light rail opportunities*
- *Utility coordination and additional connections*
- *Public engagement and survey distribution*

MOVED BY: STEWART PARKINSON

THAT the Transportation and Infrastructure Committee provide the following broad feedback to Council, on the Draft Transportation Master Plan (TMP):

- Suggested including visual illustrations showing low, medium, and high infrastructure options, particularly for cycling, similar to the option framework used for the Cairndale Road item.
- Emphasized the importance of a continuous cycling route from Wishart Road through Royal Roads, as referenced in the Draft TMP, as an alternative to on-street cycling infrastructure on Sooke Road.
- Noted that the 10-year planning horizon could be strengthened by linking priority transportation initiatives to population thresholds (e.g, actions as Colwood approaches 25,000–30,000 residents).
- Raised concerns regarding assumptions related to four-lane expansion on Sooke Road and broader regional implications, including potential impacts through Metchosin.
- Encouraged prioritization of cycling routes and the development of a cyclist map to support safety and route clarity.
- Encouraged the TMP to look ahead to emerging transportation issues, including transit affordability, the location and effectiveness of transit hubs, and opportunities to incentivize transit use, such as targeted fare discounts or commuting incentives.

- Identified the need for the TMP to address existing network barriers, including school-related traffic and safety challenges on Wishart Road.
- Observed that traffic movements from Ocean Boulevard to the Island Highway are not shown on Map 5 and suggested this information be included for clarity.
- Discussed the application of modal hierarchy from a safety perspective, noting that while major arterials must accommodate multiple modes concurrently, collector and feeder corridors present greater opportunities to separate walking and cycling routes from high-volume traffic.
- Committee members suggested that Phase Two public engagement include survey questions to identify which routes residents most frequently use across all modes (walking, cycling, transit, and vehicles), to better inform corridor prioritization and investment decisions.
- Include explicit mention to include protected intersections, dutch style roundabouts, pedestrian islands, and raised crosswalks.
- Connect Allandale Road from Veterans Memorial Parkway to Metchosin.
- Importance of ensuring staff are able to maintain and manage key access points, specifically the back entrance to WSPR and slip lane to island highway.

CARRIED

MOVED BY: DON OSTERGARD

THAT the Transportation and Infrastructure Committee recommend to Council:

THAT Council support Phase Two public participation to inform implementation and future refinement of the Transportation Master Plan.

CARRIED

5.4 Committee Member Notice of Motion - Signage Heather Power, Deputy Corporate Officer

Colin Sparks, member of the Transportation and Infrastructure Committee, provided an overview of the background and purpose of the motion he put forward to the Committee regarding signage.

Committee discussion ensued regarding:

- *Reviewing redundant signage*
- *Cost of review and replacement of signage*
- *Guidelines and standards for road signs*

MOVED BY: COLIN SPARKS

THAT the Transportation and Infrastructure Committee recommend to Council;

THAT Council consider allocating funding to support improvements to City-owned signage over time, by upgrading, replacing, or removing signs as they reach end-of-life, with a focus on improved legibility, accessibility and reduction of redundant signage.

CARRIED

6. ADJOURNMENT

MOVED BY: COUNCILLOR DAY

THAT the meeting adjourn at 9:48 pm.

CARRIED

APPROVED AND CONFIRMED

CERTIFIED CORRECT

To: CAO – Jason Johnson
Submitted: June 4, 2026
From: Tyler Pettepiece, Capital Projects Lead
Jennifer Smith, Engineering Coordinator
RE: Transportation Safety Initiatives Program - 2026 Project Priorities

RECOMMENDATION

THAT the Transportation and Infrastructure Committee recommend to Council:

THAT Council endorse the 2026 Transportation Safety Initiatives Program project priorities, including Buffered-to-Protected Bike Lane Conversion Program project priorities, identified in this report as the framework for future implementation using available funding from the Transportation Safety Initiatives Program and the Buffered-to-Protected Bike Lane Conversion Program;

AND THAT Council endorse the implementation of the 2026 priority project for Wishart Road (Owens Road to Tipton Avenue) for concrete sidewalk construction, subject to detailed design, procurement, and available budget;

AND THAT Council direct staff to carry forward any remaining 2026 program funding to the 2027 Transportation Safety Initiatives Program, in addition to the annual \$100,000 program budget approved for 2027;

AND FURTHER THAT Council direct staff to consider formal consolidation of the Buffered-to-Protected Bike Lane Conversion Program budget into the Transportation Safety Initiatives Program as part of the 2027-2031 Financial Plan process.

SUMMARY AND PURPOSE

The purpose of this report is to provide the Transportation and Infrastructure Committee with an update on the Transportation Safety Initiatives Program and the Buffered-to-Protected Bike Lane Conversion Program, and to seek direction on the 2026 projects to be delivered using available funding from both programs.

The two programs remain separate approved budget items in 2026. However, both programs support the same overall objective of improving transportation safety through smaller-scale infrastructure improvements. Staff have therefore reviewed the 2026 project priorities, including Buffered-to-Protected Bike Lane Conversion Program priorities, through the Transportation Safety Initiatives Program prioritization matrix.

This approach allows traffic calming, pedestrian safety, cycling safety, crosswalk improvements, sidewalk gaps, and buffered-to-protected bike lane conversions to be considered together through a consistent prioritization process. Formal consolidation of the two budget items can be considered through the 2027–2031 Financial Plan process.

Based on the updated prioritization review, previous Council direction, available funding, and staff capacity for 2026 delivery, staff recommend proceeding with the Wishart Road sidewalk project between Owens Road and Tipton Avenue as the 2026 implementation priority.

Staff further recommend that remaining available 2026 program funding be carried forward to the 2027 Transportation Safety Initiatives Program, in addition to the annual \$100,000 program budget approved for 2027.

STRATEGIC PLAN

- *Invest in Infrastructure*

The Transportation Safety Initiatives Program supports Council’s strategic priority to invest in safe, sustainable, and connected infrastructure.

The program advances Council’s objectives to improve transportation safety for all users, enhance active transportation options, support safe routes to schools and community destinations, and provide infrastructure that supports walking and cycling for all ages and abilities.

The program also aligns with Official Community Plan objectives to improve the safety, comfort, convenience, and enjoyment of walking and cycling. The recommended 2026 priority project, a concrete sidewalk on Wishart Road between Owens Road and Tipton Avenue, supports these objectives by improving pedestrian safety and connectivity. More broadly, the prioritization framework allows sidewalk, crosswalk, traffic calming, cycling infrastructure, and buffered-to-protected bike lane conversion projects to be evaluated consistently as future annual priorities are considered.

BACKGROUND

Transportation Safety Initiatives Program

On June 16, 2025, the Transportation and Infrastructure Committee recommended that Council endorse the scoring criteria for the City’s Transportation Safety Initiatives Program. Council subsequently endorsed the framework on July 14, 2025, directing staff to apply the approved matrix to identified transportation safety concerns and return with a prioritized list of projects for consideration.

In response, staff applied the scoring matrix to transportation safety concerns submitted to the City and presented a prioritized project list to the Transportation and Infrastructure Committee in September 2025. The September 2025 report included the full prioritized list, the Top 10 projects with potential treatments and high-level costs, and a project map showing the highest-ranked locations.

At that time, Council endorsed the installation of speed readers and delineator posts on Latoria Road, the installation of speed cushions on Aldeane Avenue, and reserving the remaining portion of the approved \$100,000 program budget to support construction of a concrete sidewalk on Wishart Road as part of the 2026 Transportation Safety Initiatives Program.

The Latoria Road and Aldeane Avenue projects were completed in 2026. The Transportation Safety Initiatives Program had an approved annual budget of \$100,000 in 2025 that was deferred to continue the five-year program into 2030 per the 2026-2030 Financial Plan. A total of \$10,755 was spent in early 2026 to complete the previous year's initiatives, leaving \$89,245 remaining.

Staff are now returning to Committee with an updated project list, updated implementation considerations, and a recommended 2026 priority project.

Buffered-to-Protected Bike Lane Conversion Program

The Buffered-to-Protected Bike Lane Conversion Program was introduced as a focused initiative to improve cycling safety and comfort by upgrading existing buffered bike lanes with protective infrastructure, such as precast concrete curbs and traffic delineator posts. The program followed the 2023 Painter Road pilot project, which included installation of precast curbs and delineators and received generally positive public feedback through the City's Let's Talk Colwood engagement process.

In April 2025, staff presented the Buffered-to-Protected Bike Lane Program - 2025 Project Priorities report to the Active Transportation and Special Infrastructure Committee. The report identified Latoria Road and Mount View Avenue as proposed 2025 priorities, with potential remaining funding to be considered for improvements in the Triangle Lands area, specifically Goldstream Avenue.

Committee direction following that report endorsed Latoria Road as the 2025 Buffered-to-Protected Bike Lane Conversion Program priority, deferred consideration of improvements in the Triangle Lands area to the 2026 priorities, and requested that staff consider an extension from Bezanton Way to Latoria Creek Park with available 2025 funds.

The Buffered-to-Protected Bike Lane Conversion Program has an approved 2026 budget of \$193,900. A total of \$1,245 was spent from this budget to date, leaving \$192,655 available in 2026.

Evolution of the Prioritization Framework

The Buffered-to-Protected Bike Lane Conversion Program and the Transportation Safety Initiatives Program were developed as separate budget items; however, both programs share the same overall objective of improving transportation safety through smaller-scale infrastructure improvements.

The Buffered-to-Protected Bike Lane Conversion Program prioritization process was originally developed to assess existing buffered bike lanes and identify suitable locations for conversion to protected cycling facilities. That work helped inform the early development of the broader Transportation Safety Initiatives Program prioritization matrix.

The Transportation Safety Initiatives Program matrix is now the more comprehensive tool, as it can evaluate a broad range of smaller-scale safety concerns, including traffic calming, pedestrian improvements, crosswalk enhancements, sidewalk gaps, cycling infrastructure improvements, and buffered-to-protected bike lane conversions.

For 2026, staff reviewed both Transportation Safety Initiatives projects and Buffered-to-Protected Bike Lane Conversion Program projects through the Transportation Safety Initiatives Program prioritization matrix. This does not formally consolidate the two approved budget items in 2026. Rather, it uses the most current and comprehensive prioritization framework to identify the highest-priority projects to be delivered using available funding from both programs.

This approach allows cycling safety improvements to continue to be considered while also ensuring they are prioritized alongside other community safety concerns such as traffic calming, sidewalk gaps, crosswalk improvements, and pedestrian safety projects. Formal consolidation of the two budget items can be considered through the 2027–2031 Financial Plan process.

2026 Project Priority Review

Staff have updated the Transportation Safety Initiatives Program project inventory to include public concerns received since the previous reporting period. Candidate projects, including Buffered-to-Protected Bike Lane Conversion Program candidates, were reviewed through the Transportation Safety Initiatives Program prioritization matrix to produce an updated ranked project list.

The updated inventory now includes 80 transportation safety concerns across the City. The complete prioritized list is included as Appendix 3. A map showing the Top 20 project locations is included as Appendix 2. The Top 10 projects, including potential treatment options, high-level costs, and project scope notes, are included as Appendix 1.

The updated project list is ranked based on the Transportation Safety Initiatives Program prioritization matrix, with the matrix score determining each project's relative priority. The highest-ranked project in the updated list is the Wishart Road sidewalk between Owens Road and Tipton Avenue.

The combined available 2026 funding from the Transportation Safety Initiatives Program and the Buffered-to-Protected Bike Lane Conversion Program is \$281,900. While this funding could support several smaller-scale safety improvements or one moderate-scale project, staff are recommending a focused 2026 implementation approach due to current delivery capacity. This approach prioritizes the Wishart Road sidewalk, which is the highest-ranked project in the updated matrix, was previously identified by Council for 2026 consideration, and is an appropriate scale for delivery through the annual program.

Any remaining available 2026 funding is recommended to be carried forward to the 2027 Transportation Safety Initiatives Program, in addition to the annual \$100,000 program budget approved for 2027. This will allow staff to advance additional prioritized projects in a future program year while maintaining the updated project list as the framework for future implementation.

The program is not intended to fund major corridor reconstruction, large sidewalk and bike lane capital projects, or full intersection reconstruction projects. Projects of that scale may be identified through the prioritization process but would typically require consideration through the City's broader capital planning process.

Top 10 Priority Projects - Potential Treatments with High-Level Costs

For discussion and transparency, the current Top 10 projects are summarized below. The potential treatments and costs are high-level estimates intended to illustrate possible approaches at each location and support Committee consideration of the recommended 2026 implementation approach. Additional detail is provided in Appendix 1.

1. Wishart Road, Owens Road to Tipton Avenue (Recommended)

Category: Sidewalk | Score: 30

Potential treatments:

- i. Concrete sidewalk construction between Owens Road and Tipton Avenue, including design and contingency (approximately \$200,000). This is the recommended 2026 implementation project.
- ii. Concrete barrier curbs as an interim measure to discourage on-street parking and improve pedestrian operating space (approximately \$11,000).

2. Cairndale Road, Veterans Memorial Parkway to Wishart Road

Category: Traffic Calming | Score: 29.55

Potential treatments:

- i. Speed cushions within the steep downhill section of Cairndale Road to reduce vehicle speeds (approximately \$10,000).
- ii. Traffic delineator posts along the constrained downhill section to visually narrow the roadway and encourage slower operating speeds (approximately \$25,000).

3. Wishart Road, Cairndale Road to Gurunank Lane

Category: Traffic Calming | Score: 28.36

Potential treatments:

- i. Protective curbs adjacent to the existing bike lanes near Gurunank Lane to improve separation and support traffic calming (approximately \$32,000).
- ii. Delineator posts at five locations to visually narrow the roadway and reduce vehicle speeds (approximately \$10,000).

4. Kelly Road at Herm Williams Park

Category: Traffic Calming | Score: 28.15

Potential treatments:

- i. Traffic delineator posts over two approximately 50-metre sections to create a visual road-narrowing effect near Herm Williams Park (approximately \$40,000).
- ii. Two sets of speed cushions on the straight section of Kelly Road to reduce vehicle speeds (approximately \$20,000).

5. Metchosin Road / Lagoon Road Parking Lane Area

Category: Bike | Score: 28

Potential treatments:

- i. Concrete curbs within the existing bike lane / parking lane area between the school frontage and Farview Road to improve cyclist separation and reduce conflicts (approximately \$21,000).
- ii. Delineator posts near the Lagoon Road turn as a lower-cost interim treatment (approximately \$10,000).

6. Metchosin Road, Sooke Road to Wishart Road

Category: Sidewalk | Score: 28

Potential treatment:

- i. Sidewalk construction along both sides of Metchosin Road between Sooke Road and Wishart Road (estimated at \$4M+). Due to the estimated cost and corridor-wide scope, this project is beyond the intended scale of the annual Transportation Safety Initiatives Program and is proposed to be considered through the City's capital planning process and the Metchosin Road corridor work.

7. Metchosin Road at or near Daniel Place

Category: Crosswalk | Score: 28

Potential treatment:

- i. New marked crosswalk on Metchosin Road at or near Daniel Place, subject to detailed review of sightlines, pedestrian desire lines, signage requirements, and final crossing location (approximately \$8,000).

8. Wishart Road School Zone

Category: Crosswalk | Score: 28

Potential treatments:

- i. Raised crosswalk at the existing Wishart Elementary School crosswalk (approximately \$74,000).
- ii. New crosswalk near the staircase connection, including associated civil works, sidewalk adjustments, asphalt restoration, and crossing infrastructure (approximately \$25,000).

9. Bexhill Road / Cuaulta Crescent

Category: Traffic Calming | Score: 27.68

Potential treatment:

- i. Comprehensive corridor improvements to address constrained shoulders, narrow road geometry, and several horizontal curves (estimated at \$6M+). Due to the geometric constraints and estimated cost, a sidewalk or corridor upgrade is beyond the intended scale of the annual program. Staff recommend this location be considered through a future capital project or further engineering review to identify feasible interim safety treatments.

10. Kelly Road at Pickford Road

Category: Traffic Calming | Score: 27.68

Potential treatments:

- i. Two sets of speed cushions on the straight section of Kelly Road to reduce vehicle speeds approaching the Pickford Road intersection (approximately \$20,000).
- ii. Flashing stop signs to improve stop control visibility and driver awareness at the intersection (approximately \$25,000).

OPTIONS / ALTERNATIVES

Option 1 (staff recommendation) - Endorse the 2026 Project Priorities and Proceed with the Wishart Road Sidewalk Project

THAT Council endorse the 2026 Transportation Safety Initiatives Program project priorities, including Buffered-to-Protected Bike Lane Conversion Program project priorities, identified in this report as the framework for future implementation using available funding from the Transportation Safety Initiatives Program and the Buffered-to-Protected Bike Lane Conversion Program;

AND THAT Council endorse the implementation of the 2026 priority project for Wishart Road (Owens Road to Tipton Avenue) for concrete sidewalk construction, subject to detailed design, procurement, and available budget;

AND THAT Council direct staff to carry forward the remaining available 2026 program funding to the 2027 Transportation Safety Initiatives Program, in addition to the annual \$100,000 program budget approved for 2027;

AND FURTHER THAT Council direct staff to consider formal consolidation of the Buffered-to-Protected Bike Lane Conversion Program budget into the Transportation Safety Initiatives Program as part of the 2027-2031 Financial Plan process.

Option 2 - Endorse an Alternative 2026 Project or Set of Projects

THAT Council endorse the 2026 Transportation Safety Initiatives Program project priorities, including Buffered-to-Protected Bike Lane Conversion Program project priorities identified in this report, as the framework for implementation using available funding from the Transportation Safety Initiatives Program and the Buffered-to-Protected Bike Lane Conversion Program;

AND THAT Council endorse an alternative 2026 project or set of projects from the Top 10 priority projects identified in this report for implementation, subject to detailed design, procurement, staff capacity, and available budget;

AND FURTHER THAT Council direct staff to consider formal consolidation of the Buffered-to-Protected Bike Lane Conversion Program budget into the Transportation Safety Initiatives Program as part of the 2027–2031 Financial Plan process.

Option 3 - Receive the Report and Provide Alternative Direction

THAT Council provide alternative direction regarding the 2026 project priorities to be delivered through the Transportation Safety Initiatives Program and the Buffered-to-Protected Bike Lane Conversion Program.

COMMUNICATIONS & ENGAGEMENT

Staff regularly communicate with residents regarding transportation safety concerns through email, phone, and the City’s website. These interactions are a key means by which concerns are received, documented, and considered through the Transportation Safety Initiatives Program.

Communications for the recommended 2026 Wishart Road sidewalk project will be coordinated with the Corporate Communications Coordinator and aligned with project timing. Communications may include updates on the City’s website, direct notices to adjacent residents and businesses, construction notices, traffic advisories, and on-site signage.

Staff will also continue to respond directly to residents who have submitted transportation safety concerns, including concerns identified in the updated prioritization list or related to future candidate projects.

TIMELINES

| June 2026 | Summer 2026 | Summer 2026/Fall 2026 | Fall 2026/Early 2027 |
|--|---|---|--|
| Transportation and Infrastructure Committee review of the updated project priorities and recommended 2026 implementation approach. | Council consideration and endorsement of the 2026 priority project. | Design, procurement, and project coordination for the Wishart Road sidewalk project between Owens Road and Tipton Avenue. | Construction of the Wishart Road sidewalk project, subject to procurement, weather, and contractor availability. |

CLIMATE CONSIDERATIONS

The Transportation Safety Initiatives Program supports the City’s climate objectives by improving conditions for walking, cycling, and other forms of active transportation.

The recommended 2026 Wishart Road sidewalk project will improve pedestrian connectivity and support safer walking trips within the neighbourhood. More broadly, smaller-scale improvements such as traffic calming, crosswalk upgrades, sidewalk gap improvements, and protected cycling treatments can make short trips safer and more comfortable without relying on vehicle travel.

While individual projects delivered through this annual program are typically modest in scale, the cumulative impact supports a safer and more connected transportation network, which contributes to long-term mode shift and greenhouse gas reduction objectives.

FINANCIAL CONSIDERATION

The 2026 project priority identified in this report would be funded through the existing approved budgets for the Transportation Safety Initiatives Program and the Buffered-to-Protected Bike Lane Conversion Program.

The two programs remain separate approved budget items in 2026. For the purpose of identifying and delivering the 2026 project priority, staff have considered the available funding from both programs together, as both support smaller-scale transportation safety improvements.

The Transportation Safety Initiatives Program had an approved annual budget of \$100,000 in 2025 that was deferred to continue the five-year program into 2030 per the 2026-2030 Financial Plan.

The Transportation Safety Initiatives Program has an approved 2026 budget of \$100,000. A total of \$10,755 was spent in 2026 to complete the previous year’s initiatives, leaving \$89,245 available in 2026.

The Buffered-to-Protected Bike Lane Conversion Program has an approved 2026 budget of \$193,900. A total of \$1,245 has been spent from this budget to date, leaving \$192,655 available in 2026.

The combined available 2026 funding from the two approved budget items is \$281,900.

| Per Approved Financial Plans | 2025 FP-01 | | | 2026-2030 Financial Plan | | | | | 2026-2030 FP Total |
|---|------------------|--------------------|-----------------|--------------------------|------------------|------------------|------------------|------------------|--------------------|
| | 2025 | Carryfwd | 2025 Adjusted | 2026 | 2027 | 2028 | 2029 | 2030 | |
| Gas Tax Reserve Fund | | | | | | | | | |
| Budget: | | | | | | | | | |
| Engineering Transportation Safety Initiatives | \$ 100,000 | | \$ 100,000 | \$ 100,000 | \$ 100,000 | \$ 100,000 | \$ 100,000 | \$ - | \$ 400,000 |
| Carry forward program budget | | (100,000) | (100,000) | | | | | 100,000 | 100,000 |
| <i>Program subtotal</i> | 100,000 | (100,000) | - | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 500,000 |
| Buffered to Protected Bikelanes | 193,500 | | 193,500 | 85,000 | 86,800 | - | - | - | 171,800 |
| Carry forward program budget | | (108,900) | (108,900) | 108,900 | - | - | - | - | 108,900 |
| <i>Program subtotal</i> | 193,500 | (108,900) | 84,600 | 193,900 | 86,800 | - | - | - | 280,700 |
| Total In Year Budgets | 293,500 | (208,900) | 84,600 | 293,900 | 186,800 | 100,000 | 100,000 | 100,000 | 780,700 |
| Capital Expenditures: | | | | | | | | | |
| Engineering Transportation Safety Initiatives | | | | 10,755 | - | - | - | - | 10,755 |
| Buffered to Protected Bikelanes | 84,600 | - | 84,600 | 1,245 | - | - | - | - | 1,245 |
| Total In Year Spend | 84,600 | | | 12,000 | - | - | - | - | 12,000 |
| Combined Budget Remaining | \$208,900 | (\$208,900) | \$84,600 | \$281,900 | \$186,800 | \$100,000 | \$100,000 | \$100,000 | \$ 768,700 |

Staff recommend that any remaining available 2026 program funding be carried forward to the 2027 Transportation Safety Initiatives Program, in addition to the annual \$100,000 program budget approved for 2027. This would support delivery of additional prioritized safety improvements in a future program year while recognizing current staff capacity limitations for 2026 delivery.

No additional funding is requested through this report. Formal consolidation of the two budget items may be considered through the 2027–2031 Financial Plan process.

CONCLUSIONS

The Transportation Safety Initiatives Program provides a transparent and repeatable framework for prioritizing smaller-scale transportation safety improvements across the City.

The Buffered-to-Protected Bike Lane Conversion Program has successfully advanced cycling safety projects and contributed to the development of the City’s broader prioritization approach. The current Transportation Safety Initiatives Program prioritization matrix is now the most comprehensive tool available for evaluating a range of transportation safety concerns, including buffered-to-protected bike lane conversion candidates.

For 2026, staff have used the Transportation Safety Initiatives Program prioritization matrix to identify project priorities to be considered using available funding from both the Transportation Safety Initiatives Program and the Buffered-to-Protected Bike Lane Conversion Program. This approach does not formally consolidate the two approved budget items in 2026, but it does allow projects from both programs to be considered through one consistent prioritization process.

The highest-ranked project in the updated prioritization list is the Wishart Road sidewalk between Owens Road and Tipton Avenue. This project was also previously identified by Council for 2026 consideration and is recommended as the 2026 implementation priority.

The combined available 2026 funding from the two approved budget items is \$281,900. Staff recommend that remaining available funding, following delivery of the Wishart Road sidewalk project, be carried forward to the 2027 Transportation Safety Initiatives Program in addition to the annual \$100,000 program budget approved for 2027. Formal consolidation of the two budget items may be considered through the 2027–2031 Financial Plan process.

Attachments:

[Appendix 1 Top 10 Projects](#)

[Appendix 2 Top 20 Map](#)

[Appendix 3 All Projects](#)

[Presentation](#)

Approved by:

Status:

Transportation Safety Initiatives Program - 2026 Project Priorities

John Rosenberg, Director of Engineering & Public Works

Approved - 04 Jun 2026

Heather Power, Deputy Corporate Officer

Approved - 09 Jun 2026

Marcy Lalande, Manager of Corporate Services

Approved - 10 Jun 2026

Kathy McLennan, Director of Finance

Approved - 11 Jun 2026

Jenn Hepting, Deputy Chief Administrative Officer

Approved - 11 Jun 2026

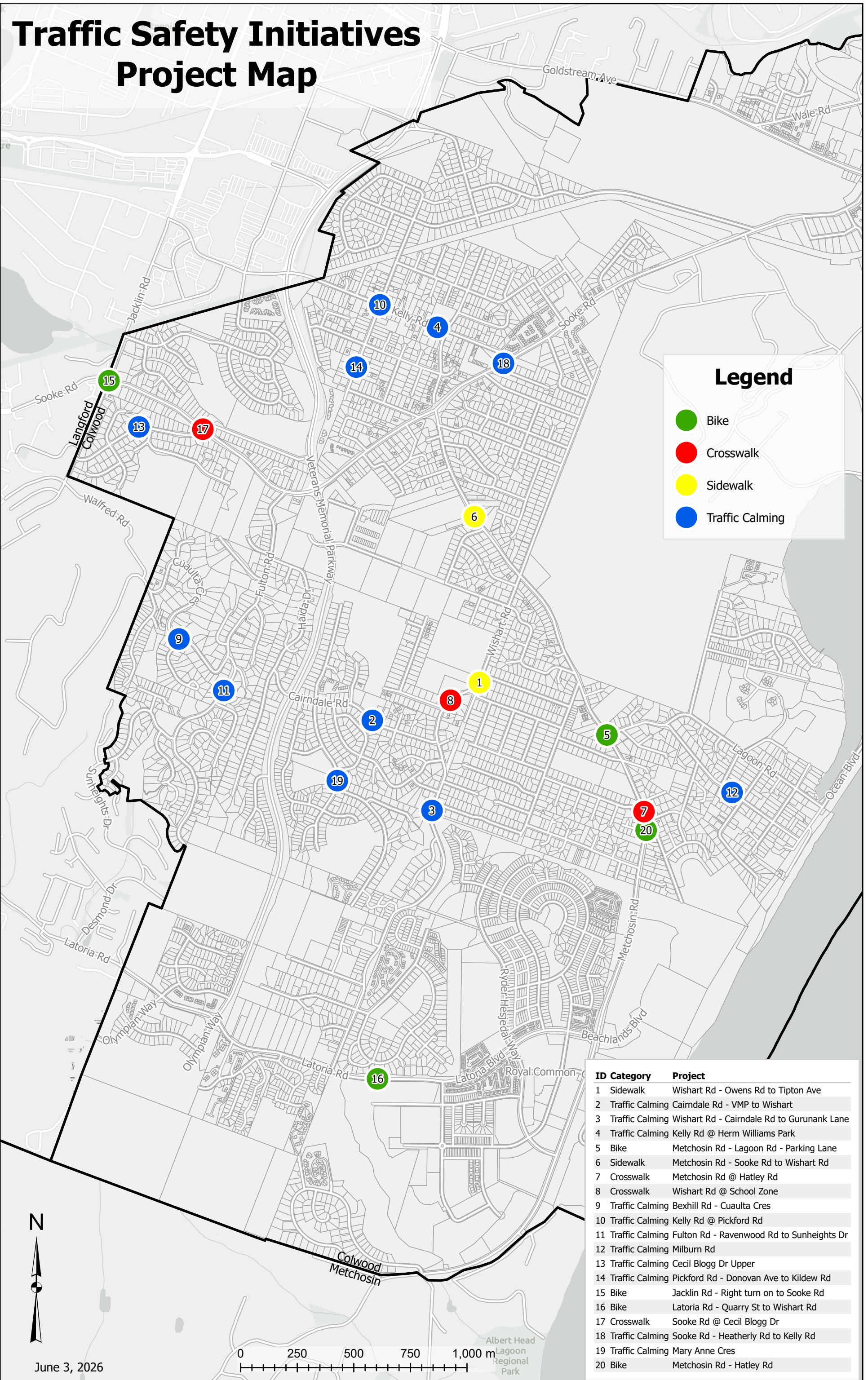
Jason Johnson, Chief Administrative Officer

Approved - 11 Jun 2026

Appendix_1_Top_10_Projects

| Project Number | Project Name | Category | Score | LM | LM (2) | \$/LM | \$/LM (2) | Total Cost Option 1 | Total Cost Option 2 | Project Scope Notes |
|----------------|---------------------------------------|-----------------|-------|------|--------|--------------|--------------|---------------------|---------------------|--|
| #1 | Wishart Rd/ Owens-Tipton | Sidewalk | 30 | 65 | - | \$ 2,300.00 | \$ 140.00 | \$ 200,000.00 | \$ 11,000.00 | Option 1 includes construction of a concrete sidewalk between Owens Road and Tipton Avenue, including design, and contingency. Option 2 includes installation of concrete barrier curbs as an interim measure to discourage on-street parking and improve pedestrian operating space. |
| #2 | Cairndale / VMP-Wishart | Traffic Calming | 29.55 | 1 | 60 | \$10,000.00 | \$ 125.00 | \$ 10,000.00 | \$ 25,000.00 | Option 1 includes installation of speed cushions within the steep downhill section of Cairndale Road to reduce vehicle speeds. Option 2 includes installation of traffic delineator posts along the constrained downhill section to visually narrow the roadway and encourage slower operating speeds. |
| #3 | Wishart/ Cairndale-Gurunank | Traffic Calming | 28.36 | 210 | 50 | \$ 140.00 | \$ 125.00 | \$ 32,000.00 | \$ 10,000.00 | Option 1 includes installation of protective curbs adjacent to the existing bike lanes near Gurunank Lane to improve separation and support traffic calming. Option 2 includes installation of delineator posts at five locations to visually narrow the roadway and reduce vehicle speeds. |
| #4 | Kelly Rd/ Herm Williams Park | Traffic Calming | 28.15 | 300 | 2 | \$ 125.00 | \$ 10,000.00 | \$ 40,000.00 | \$ 20,000.00 | Option 1 includes installation of traffic delineator posts over two approximately 50-metre sections to create a visual road-narrowing effect near Herm Williams Park. Option 2 includes installation of two sets of speed cushions on the straight section of Kelly Road to reduce vehicle speeds. |
| #5 | Metchosin Rd / Lagoon Rd-parking lane | Bike | 28 | 137 | 42 | \$ 125.00 | \$ 140.00 | \$ 21,000.00 | \$ 10,000.00 | Option 1 includes installation of concrete curbs within the existing bike lane / parking lane area between the school frontage and Fanview Road to improve cyclist separation and reduce conflicts. Option 2 includes installation of delineator posts at turn to Lagoon Road as a lower-cost interim treatment. |
| #6 | Metchosin Rd/ Sooke-Wishart | Sidewalk | 28 | 820 | - | \$ 2,430.00 | - | \$4M+ | - | This project would require sidewalk construction along both sides of Metchosin Road between Sooke Road and Wishart Road. Due to the estimated cost and corridor-wide scope, this project is beyond the intended scale of the annual Transportation Safety Initiatives Program and is proposed to be considered through the City's capital planning process and the Metchosin Road corridor work. |
| #7 | Metchosin Rd/ Hatley | Crosswalk | 28 | 1 | - | - | - | \$ 8,000.00 | - | This project includes installation of a new marked crosswalk on Metchosin Road at or near Daniel Place, subject to detailed review of sightlines, pedestrian desire lines, signage requirements, and final crossing location. |
| #8 | Wishart Rd School Zone | Crosswalk | 28 | n/a | - | - | - | \$ 74,000.00 | \$ 25,000.00 | Option 1 includes installation of a raised crosswalk at the existing Wishart Elementary School crosswalk. Option 2 includes installation of a new crosswalk near the staircase connection, including associated civil works, sidewalk adjustments, asphalt restoration, and crossing infrastructure. |
| #9 | Bexhill/Cuautta | Traffic Calming | 27.68 | 1 KM | - | \$ 3,400.00 | - | \$6M+ | TBD | This location includes a narrow, winding road section with constrained shoulders and several horizontal curves. Due to the geometric constraints and estimated cost of comprehensive improvements, a sidewalk or corridor upgrade is beyond the intended scale of the annual program. Staff recommend this location be considered through a future capital project or further engineering review to identify feasible interim safety treatments. |
| #10 | Kelly Rd/ Pickford Rd | Traffic Calming | 27.68 | 2 | 2 | \$ 10,000.00 | - | \$ 20,000.00 | \$ 25,000.00 | Option 1 includes installation of two sets of speed cushions on the straight section of Kelly Road to reduce vehicle speeds approaching the Pickford Road intersection. Option 2 includes installation of flashing stop signs to improve stop control visibility and driver awareness at the intersection. |

Traffic Safety Initiatives Project Map

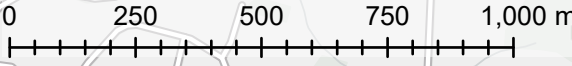


Legend

- Bike
- Crosswalk
- Sidewalk
- Traffic Calming

| ID | Category | Project |
|----|-----------------|--|
| 1 | Sidewalk | Wishart Rd - Owens Rd to Tipton Ave |
| 2 | Traffic Calming | Cairndale Rd - VMP to Wishart |
| 3 | Traffic Calming | Wishart Rd - Cairndale Rd to Gurunank Lane |
| 4 | Traffic Calming | Kelly Rd @ Herm Williams Park |
| 5 | Bike | Metchosin Rd - Lagoon Rd - Parking Lane |
| 6 | Sidewalk | Metchosin Rd - Sooke Rd to Wishart Rd |
| 7 | Crosswalk | Metchosin Rd @ Hatley Rd |
| 8 | Crosswalk | Wishart Rd @ School Zone |
| 9 | Traffic Calming | Bexhill Rd - Cuaulta Cres |
| 10 | Traffic Calming | Kelly Rd @ Pickford Rd |
| 11 | Traffic Calming | Fulton Rd - Ravenwood Rd to Sunheights Dr |
| 12 | Traffic Calming | Milburn Rd |
| 13 | Traffic Calming | Cecil Blogg Dr Upper |
| 14 | Traffic Calming | Pickford Rd - Donovan Ave to Kildew Rd |
| 15 | Bike | Jacklin Rd - Right turn on to Sooke Rd |
| 16 | Bike | Latoria Rd - Quarry St to Wishart Rd |
| 17 | Crosswalk | Sooke Rd @ Cecil Blogg Dr |
| 18 | Traffic Calming | Sooke Rd - Heatherly Rd to Kelly Rd |
| 19 | Traffic Calming | Mary Anne Cres |
| 20 | Bike | Metchosin Rd - Hatley Rd |

June 3, 2026



| Project Number | Project Name | Category | Score |
|----------------|---------------------------------------|-----------------|-------|
| #1 | Wishart Rd/ Owens-Tipton | Sidewalk | 30 |
| #2 | Cairndale/ VMP-Wishart | Traffic Calming | 29.55 |
| #3 | Wishart/ Cairndale-Gurunank | Traffic Calming | 28.36 |
| #4 | Kelly Rd/ Herm Williams Park | Traffic Calming | 28.15 |
| #5 | Metchosin Rd/ Lagoon Rd-parking lane | Bike | 28 |
| #6 | Metchosin Rd/ Sooke-Wishart | Sidewalk | 28 |
| #7 | Metchosin Rd/ Hatley | Crosswalk | 28 |
| #8 | Wishart Rd School Zone | Crosswalk | 28 |
| #9 | Bexhill/Cuaulta | Traffic Calming | 27.68 |
| #10 | Kelly Rd/ Pickford Rd | Traffic Calming | 27.68 |
| #11 | Fulton/ Havenwood-Sunheights | Traffic Calming | 27.64 |
| #12 | Milburn Rd | Traffic Calming | 26.73 |
| #13 | Cecil Blogg Dr Upper | Traffic Calming | 25.19 |
| #14 | Pickford Rd, Donovan Ave to Kildew Rd | Traffic Calming | 25.17 |
| #15 | Jacklin Rd/ right turn onto Sooke | Bike | 25 |
| #16 | Latoria Rd, Quarry to Wishart | Bike | 25 |
| #17 | Sooke Rd/ Cecil Blogg | Crosswalk | 25 |
| #18 | Sooke Rd/ Heatherly-Kelly | Traffic Calming | 25 |
| #19 | Mary Anne Cres | Traffic Calming | 24.73 |
| #20 | Metchosin Rd/ Hatley Dr | Bike | 24 |
| #21 | Metchosin Rd/ Pelican Dr | Crosswalk | 24 |
| #22 | Wishart Rd/ Gurunank Ln | Crosswalk | 24 |
| #23 | Colwood Cres (Brookside School) | Traffic Calming | 24 |
| #24 | Metchosin Rd E/B merge to Sooke | Traffic Calming | 23.55 |
| #25 | Latoria/ Wishart to RB School | Sidewalk | 23 |
| #26 | Milburn Rd/ Lagoon-Ocean | Sidewalk | 23 |
| #27 | Sooke Rd/ Aldeane Ave (LPI) | Crosswalk | 23 |
| #28 | Allandale Rd/ Laren Rd | Traffic Calming | 22.31 |
| #29 | Metchosin Rd/ Latoria-Kenning | Bike | 22 |
| #30 | Lagoon Rd/ Heatherbell | Crosswalk | 22 |
| #31 | Lagoon Rd/ Metchosin Rd | Crosswalk | 22 |
| #32 | Metchosin Rd/ Tena Pl Trail | Crosswalk | 22 |
| #33 | VMP / Resolution Way | Crosswalk | 22 |
| #34 | Ridley Dr | Traffic Calming | 22 |
| #35 | Cotlow Rd | Traffic Calming | 21.92 |
| #36 | Jacklin Rd/ Sooke-Border | Sidewalk | 21 |
| #37 | Ledsham Rd | Sidewalk | 21 |
| #38 | Cairndale Rd/ Mary Anne Cres | Crosswalk | 21 |
| #39 | Haida Dr - 30K Zone | Traffic Calming | 20.64 |
| #40 | Cuaulta Cr | Sidewalk | 20 |
| #41 | Painter Rd/ West side | Sidewalk | 20 |
| #42 | Latoria Rd/ Castlewood | Crosswalk | 20 |

| | | | |
|-----|----------------------------------|-----------------|-------|
| #43 | Dressler Rd | Traffic Calming | 20 |
| #44 | Olympian Way | Traffic Calming | 20 |
| #45 | Kildew Rd/ Pickford-Sooke | Traffic Calming | 19.5 |
| #46 | Dressler Rd | Sidewalk | 19 |
| #47 | Latoria Rd/ Bezanton Way | Crosswalk | 19 |
| #48 | Metchosin Rd/ Cotlow Rd | Crosswalk | 19 |
| #49 | Sooke Rd/ Mount View | Crosswalk | 19 |
| #50 | Wishart Rd/ Tipton Ave | Crosswalk | 19 |
| #51 | Pickford Rd School Zone | Traffic Calming | 19 |
| #52 | Mount View/ Pickford-Sooke | Traffic Calming | 18.24 |
| #53 | Delora Dr | Traffic Calming | 18.07 |
| #54 | Aldeane/ Marlene-Hagel | Traffic Calming | 17.78 |
| #55 | Dunlin St | Traffic Calming | 17.5 |
| #56 | Adye/ Mount View | Traffic Calming | 17.24 |
| #57 | Aldeane Ave/S-curve to GGoose | Sidewalk | 17 |
| #58 | Haida Dr/ Fulton-3287 | Sidewalk | 17 |
| #59 | Pickford/ Donovan-Kildew | Sidewalk | 17 |
| #60 | Wishart Rd/ Royal Bay/Bunker | Crosswalk | 16 |
| #61 | Wishart Rd @3366 | Crosswalk | 16 |
| #62 | Mount View Ave/ 516 to 530 | Bike | 15 |
| #63 | Pickford Rd School Zone | Sidewalk | 15 |
| #64 | Latoria Rd/VMP Roundabout | Crosswalk | 15 |
| #65 | Painter Rd/ Dunsmuir School | Crosswalk | 15 |
| #66 | Yeta Terrace | Traffic Calming | 15 |
| #67 | Hatley Dr | Traffic Calming | 14.43 |
| #68 | Pickford Rd/ Kelly-Marlene | Traffic Calming | 14.21 |
| #69 | Cecil Blogg Upper | Sidewalk | 14 |
| #70 | Pickford Rd School Zone | Crosswalk | 14 |
| #71 | Bezanton Way/ Latoria-Ridgepoint | Traffic Calming | 14 |
| #72 | Marlene Dr/ Aldeane-Hagel | Traffic Calming | 14 |
| #73 | Acland Ave | Sidewalk | 13 |
| #74 | Jenner Rd | Traffic Calming | 13 |
| #75 | Brookside Rd/ Castlewood Rd | Crosswalk | 12 |
| #76 | Hagel Rd/ Aldeane Ave | Crosswalk | 10 |
| #77 | Hatley Dr/ Passage Way | Crosswalk | 10 |
| #78 | Jerome Rd | Traffic Calming | 9 |
| #79 | Caspian Dr @255 | Crosswalk | 7 |
| #80 | Brookside Rd/ Red Barn | Crosswalk | 6 |

Transportation Safety Initiatives Program



2026 Project Priorities

Transportation and Infrastructure Committee | June 15, 2026

Presented by Joshua Baylis

Purpose of the Report

- Update the Committee on the Transportation Safety Initiatives Program and the Buffered-to-Protected Bike Lane Conversion Program.
- Present the updated 2026 prioritized project list developed through the program's scoring matrix.
- Seek direction on the recommended 2026 priority project: a concrete sidewalk on Wishart Road between Owens Road and Tipton Avenue.

RECOMMENDATION

Endorse the 2026 project priorities and the Wishart Road sidewalk as the City's 2026 implementation project.

How We Got Here

June 2025

Committee endorsed the program's scoring criteria framework.

July 2025

Council endorsed the framework and directed staff to apply the matrix and return with a prioritized project list.

Sept 2025

Staff presented the prioritized list. Council endorsed the Latoria Road and Aldeane Avenue projects and reserved funding toward a Wishart Road sidewalk.

Early 2026

The 2025 Latoria Road and Aldeane Avenue projects were completed.

June 2026

Staff return with an updated prioritized list and a recommended 2026 project (this report).

Two Programs, One Prioritization Framework

TRANSPORTATION SAFETY INITIATIVES

- Traffic calming
- Pedestrian and crosswalk improvements
- Sidewalk gaps
- Cycling safety treatments

\$189,245 available in 2026

BUFFERED-TO-PROTECTED BIKE LANE

- Upgrades existing buffered bike lanes
- Adds precast curbs and delineators
- Improves cycling safety and comfort
- Followed the 2023 Painter Road pilot

\$192,654 available in 2026

Both programs are reviewed through one prioritization matrix. The budgets remain separate in 2026; formal consolidation may be considered through the 2027–2031 Financial Plan.

How Projects Are Scored

Every concern is scored with a consistent matrix and ranked by its total score.

Applied to four treatment types

Sidewalk

Crosswalk

Bike

Traffic Calming

Existing Conditions & User Comfort

Comfort, grade, obstructions, conflict points, lighting

Land Use & Context

Transit routes, schools, parks

Street Character

Street type, truck routes, network connections, desire lines

Traffic

Vehicle ADT, 85th-percentile speed, collisions

Updated 2026 Project Inventory

80

transportation safety concerns
evaluated citywide

Staff updated the inventory with all public concerns received since the last review, then re-scored every new candidate through the prioritization matrix to produce an updated ranked list.

Appendix 1

Top 10 projects: treatments, costs and scope notes

Appendix 2

Map of the Top 20 project locations

Appendix 3

Full prioritized list (80 projects)

2026 Top 10 Priority Projects

| Rank | Project | Category | Score |
|------|--|-----------------|-----------|
| 1 | Wishart Rd (Owens Rd to Tipton Ave) | Sidewalk | 30 |
| 2 | Cairndale Rd (VMP to Wishart Rd) | Traffic Calming | 29.55 |
| 3 | Wishart Rd (Cairndale to Gurunank Ln) | Traffic Calming | 28.36 |
| 4 | Kelly Rd at Herm Williams Park | Traffic Calming | 28.15 |
| 5 | Metchosin Rd / Lagoon Rd parking lane | Bike | 28 |
| 6 | Metchosin Rd (Sooke Rd to Wishart Rd) | Sidewalk | 28 |
| 7 | Metchosin Rd near Daniel Place | Crosswalk | 28 |
| 8 | Wishart Rd School Zone | Crosswalk | 28 |
| 9 | Bexhill Rd / Cuaulta Crescent | Traffic Calming | 27.68 |
| 10 | Kelly Rd at Pickford Rd | Traffic Calming | 27.68 |

Ranked by total matrix score. The highest-ranked project, the Wishart Road sidewalk, is recommended for 2026 delivery.

Recommended 2026 Project - Wishart Road Sidewalk

LOCATION

Owens Road to Tipton Avenue

TREATMENT

Concrete sidewalk construction, including design and contingency.

WHY THIS PROJECT

Highest-ranked project (score 30). Closes a pedestrian gap near Wishart Elementary and improves safety and connectivity.

STATUS

Previously identified by Council for 2026 consideration.

RANKED

#1

ESTIMATED COST

\$200,000

Right-sized for delivery through the annual program.

2026 Funding Position

TRANSPORTATION SAFETY

\$189,245

available in 2026

BUFFERED-TO-PROTECTED

\$192,654

available in 2026

COMBINED FUNDING

\$381,899

available in 2026

Wishart Road sidewalk (estimated): \$200,000.

The remaining balance (about \$181,899) is recommended to carry forward to 2027, in addition to the \$100,000 annual 2027 budget. A single focused project reflects current delivery capacity.

Timeline

June 2026

Committee reviews the updated priorities and recommended 2026 approach.

Summer 2026

Council considers and endorses the 2026 priority project.

Summer–Fall 2026

Design, procurement, and project coordination for the Wishart Road sidewalk.

Fall 2026 – Early 2027

Construction, subject to procurement, weather, and contractor availability.

Recommendation

THAT the Transportation and Infrastructure Committee consider recommending to Council:

THAT Council endorse the 2026 Transportation Safety Initiatives Program project priorities, including the Buffered-to-Protected Bike Lane Conversion Program project priorities, as the framework for future implementation using available funding from both programs;

AND THAT Council endorse the implementation of the 2026 priority project for Wishart Road (Owens Road to Tipton Avenue) for concrete sidewalk construction, subject to detailed design, procurement, and available budget;

AND FURTHER THAT Council direct staff to carry forward the remaining available 2026 program funding to the 2027 Transportation Safety Initiatives Program, in addition to the annual \$100,000 program budget approved for 2027;

AND FURTHER THAT Council direct staff to consider formal consolidation of the Buffered-to-Protected Bike Lane Conversion Program budget into the Transportation Safety Initiatives Program as part of the 2027–2031 Financial Plan process.

Thank you

Questions?

Transportation Safety Initiatives Program - 2026 Project Priorities